

THE NEW YORK HERALD

ARBITER OF CLAIMS TO DECIDE OWN FATE

Commission Formed to Aid
Shipping Board Will Meet
Next Thursday.

AUTHORITY QUESTIONED

Members Resent Failure to Ac-
cept Their Recommendations
of Settlements.

Special Despatch to THE NEW YORK HERALD.

New York, Sept. 11. (Herald Staff Writer.)—Whether the special claims board, appointed by President Harding at the request of Chairman Lusk of the Shipping Board to adjudicate the millions of dollars' worth of claims against the board, will continue to function, probably will be decided at the next meeting of this tribunal on Thursday.

Slight friction has developed between the members of the Claims Board and the members of the Shipping Board, but the indications are that it will be removed, and that the Claims Board will proceed with its work. The extent of the Claims Board's authority is the question at issue.

Soon after Mr. Lusk came to Washington, he and the other members of the Shipping Board agreed that their work of cleaning up the Emergency Fleet Corporation and developing constructive policies for the building up of the American Merchant Marine would be retarded if they were called upon to handle the settlement of outstanding and in many instances duplicate claims growing out of ship construction during the war. Consequently, Mr. Lusk went to President Harding and asked him to appoint a special board, which would act as a judicial body to pass upon the claims, in order that the Shipping Board might turn its attention to other matters. Mr. Harding complied with the request.

Judge Meals Heads Board.

After much consultation with men who knew the general claims situation, the President appointed the following men to form the Claims Board: Judge Meals, Chairman; Judge Walter Meals of Cleveland, a former Circuit Court Judge and a business man of prominence in Ohio; Homer L. Ferguson, president of the Newport News Shipbuilding and Construction Company; Samuel D. Ward of Baltimore, ex-president of the Maryland Steel Company, an expert on steel; Commander Richard M. Watts, naval constructor and engineer; and the firm of Patterson, Teale & Demans, certified accountants. The personnel of the board was chosen with the thought that it should represent many of the departments and interests involved in the claims. Thus, the board has in its membership a lawyer, two practical ship constructors, a steel man and an expert accountant.

The Claims Board occupied offices in the Shipping Board wing of the Navy Building, and met to organize. At the organization meeting, one of the new members of high rank, Judge Meals, appeared and presented to Judge Meals a set of rules and regulations designed to govern the procedure of the Claims Board. Judge Meals and his associates felt that they were wasting their time in Washington and that the claims may just as well be handled, as they have been in the past, by subordinate officers of the Shipping Board, upon whose recommendations the members of the Shipping Board must finally pass.

Questions Board's Authority.

It so happened that the first case passed upon by the Claims Board involved an appeal by the Providence Engineering Company for an allowance of \$20,000 on account of a big claim against the Shipping Board. After examination and consultation with Shipping Board officers, the Claims Board granted the request of the Providence concern. The case was then brought before the Shipping Board and it was discovered that the Providence Engineering Company had some connection with the Walter Downey Company, whose contracts with the board received considerable publicity by the Walsh Investigating Committee last year. For this reason the Shipping Board held up the award to the Providence concern.

The question arose as to how much authority the Claims Board would have to know now is whether, after they pass on claims, the Shipping Board is to support them, or whether it is to hold them up, or otherwise act upon them. It is understood that if this is to be the policy, Judge Meals and his associates feel that they are wasting their time in Washington and that the claims may just as well be handled, as they have been in the past, by subordinate officers of the Shipping Board, upon whose recommendations the members of the Shipping Board must finally pass.

ST. LAWRENCE CANAL PROJECT ATTACKED

E. H. Outerbridge Sees At- tempt to Develop Water Power Rights.

The project for the canalization of the St. Lawrence River is sponsored by interests seeking water power rights. In the opinion of E. H. Outerbridge, chairman of the St. Lawrence River Commission, in a letter to Darwin P. Kingsley, president of the Chamber of Commerce, made public yesterday, the ship canal features of the plan, Mr. Outerbridge declared, were purely and merely to attract support in the middle West.

Mr. Outerbridge criticized severely the recent report of engineers on the subject of the canal, which failed to take into consideration the fact that the canal would be a half billion and a billion dollars additional, he said.

"Furthermore," he added, "if ocean steamships 10,000 or 20,000 tons were to attempt to navigate the canal where the present draft is 20 feet, the canal would be absolutely useless unless lake channels and ports were deepened."

Mr. Outerbridge says it is not a project for which private enterprise has disinterested willingness to furnish capital, and concludes private interests have no sufficient faith in the returns to be had from it.

NOTICE TO MARINERS

THE NEW YORK HERALD'S Ship News Office is in the Barge Office. Ship news information given by U. S. Navy Department Daily Shipping Bulletin. Telephone Bowling Green 9960.

CLOSING OF MAILS

Foreign mails will close promptly as indicated below at the General Post Office and City Hall Station, and registered articles have to be mailed before the hours of closing. At the General Post Office (corner of Murray and West streets), foreign mail closes half an hour later than at City Hall Station. At the General Post Office, supplementary mail closes at the General Post Office and City Hall Station, where double postage is required. SUPPLEMENTARY MAIL closes at the General Post Office, where double postage is required. SUPPLEMENTARY MAIL closes at the General Post Office, where double postage is required.

Transatlantic Mails.

MONDAY, SEPTEMBER 12.
Spain (via Cape Verde and Biscaya), also parcel post for Spain, Morocco, etc., at 10:30 AM. South Africa (via Cape Town), also parcel post for Union of South Africa, at 10:30 AM. South America (via Rio de Janeiro), also parcel post for South America, at 10:30 AM.

TUESDAY, SEPTEMBER 13.
Europe, Africa and West Asia, via Cherbourg and Southampton, also parcel post for Europe, Africa and West Asia, at 10:30 AM. South America (via Rio de Janeiro), also parcel post for South America, at 10:30 AM.

WEDNESDAY, SEPTEMBER 14.
Belgium, Luxembourg and Germany (via Antwerp and Cologne), also parcel post for Belgium, Luxembourg and Germany, at 10:30 AM. South America (via Rio de Janeiro), also parcel post for South America, at 10:30 AM.

THURSDAY, SEPTEMBER 15.
France, Rumania, Bulgaria, Czechoslovakia, Poland, Hungary, Italy, Spain, Greece, Portugal, Turkey, Syria, Palestine, Egypt, British India, Ceylon, and other countries, also parcel post for France, Rumania, Bulgaria, Czechoslovakia, Poland, Hungary, Italy, Spain, Greece, Portugal, Turkey, Syria, Palestine, Egypt, British India, Ceylon, and other countries, at 10:30 AM.

FRIDAY, SEPTEMBER 16.
Italy (via Palermo and Naples), also parcel post for Italy, at 10:30 AM. South America (via Rio de Janeiro), also parcel post for South America, at 10:30 AM.

SATURDAY, SEPTEMBER 17.
Argentina, Uruguay and Paraguay (via Montevideo and Buenos Aires), also parcel post for Argentina, Uruguay and Paraguay, at 10:30 AM. South America (via Rio de Janeiro), also parcel post for South America, at 10:30 AM.

SUNDAY, SEPTEMBER 18.
Mails for South and Central America, West Indies, etc., at 10:30 AM.

DEPARTURE OF STEAMERS.
SAIL MONDAY.
Antonio Lopez, 10:30 AM. St. Jean, Hamburg, 10:30 AM.

SAIL TUESDAY.
Aquitania, Southampton, 10:30 AM. Hubert, Rio Janeiro, 10:30 AM. Lenape, Jacksonville, 10:30 AM.

PORT OF NEW YORK, SUNDAY, SEPT. 11, 1921
Steamers Due in New York.
DUE SEPTEMBER 12.
Bethlehem, Rotterdam 20th. Walker & Daly, 10:30 AM. Guernsey, Hamburg 20th. Kerr 8th. La Touraine, 10:30 AM. French Line, 10:30 AM.

DUE SEPTEMBER 13.
Austria, Glasgow 20th. Anchor Line, 10:30 AM. Carrillo, Kingston 20th. United Fruit, 10:30 AM. El Lago, New Orleans 20th. Southern P. & O., 10:30 AM.

DUE SEPTEMBER 14.
Alamo, Galveston 20th. Mallory Line, 10:30 AM. Greco, New Orleans 20th. Morgan Line, 10:30 AM. Vascotto, 10:30 AM. Cunard Line, 10:30 AM.

Almanac for New York Sept. 12.
Sun rises... 5:35. Moon rises... 3:32 PM. Sun sets... 6:58. Moon sets... 1:48 PM.

ARRIVED.
Str. Celtic (Br.), Liverpool Sept 2 and Queen Mary (Br.), London Sept 11, with 258 first, 410 second cabin and 703 steerage passengers, mails and mss. Went to pier 24, North River.

Str. Old North State, London and Boulogne Sept 11, with 258 first, 410 second cabin and 703 steerage passengers, mails and mss. Went to pier 24, North River.

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Nelson 615 SW Brenton Reef 10th. New York 62 NE Cape Henry 11th. Niles 62 NE Cape Henry 11th. Niles 62 NE Cape Henry 11th. Niles 62 NE Cape Henry 11th.

Arrivals at and Departures from
Foreign Ports.
BALBOA, Sept 10-Arrived, str. Grille (Br.), San Francisco, 10:30 AM. Yolla Linda, Los Angeles; Springfield, San Francisco; Nantux, San Francisco; Nantux, San Francisco.

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